

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

S-E-C-R-E-T
NOFORN

COUNTRY	East Germany	REPORT		25X1
SUBJECT	Gross Doelln Airfield	DATE DISTR.	21 June 1955	
DATE OF INFO.		NO. OF PAGES		25X1
PLACE ACQUIRED		REQUIREMENT NO.	RD	
DATE ACQUIRED		REFERENCES		
			This is UNEVALUATED Information	

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. Arrival of Jet Aircraft

At 1500 hours on 18 April, two YAK-14's landed on the airfield, from each of which two senior air force officers descended.

Shortly afterwards a flight of 7 IL 28's overflew the airfield, made a circuit and landed individually. By 1700 hours a total of 25 IL 28's had landed on the airfield, all having made an approach from a south-southwesterly direction. After landing, the aircraft were taxied along the southern taxiway and were drawn up into a line of three groups of seven, with the remaining four aircraft being parked on the hardstands in the southeast corner of the airfield.

A convoy of six heavy MAZ gasoline trucks, each of an estimated capacity of 10,000 liters, proceeded to the line of aircraft and refuelled each in turn. It was observed that one truck refuelled only one aircraft and then returned to No. 1 Fuel Installation before returning and repeating the process on the next aircraft.

Air crews from the newly arrived aircraft were later observed moving into two of the brick-built barrack blocks located on the main airfield site. Two truck loads of what appeared to be personal belongings later proceeded from the aircraft dispersal areas to the air crew accommodation.

2. Other Air Activity

- At least four LI 2's landed on the airfield between 1 and 17 April, details of the passengers or loading being unknown. These aircraft never appeared to remain more than one hour before taking off once more.
- On at least five occasions since early April a number of unidentified swept-back bomber-type jet aircraft circled the airfield at a low height and off in an easterly direction. On 16 April, four of these aircraft were observed overflying the airfield at a height of about 500 meters.

S-E-C-R-E-T
NOFORN

STATE		ARMY	X	NAVY	X	AIR	Ev	X	FBI		AEC								
-------	--	------	---	------	---	-----	----	---	-----	--	-----	--	--	--	--	--	--	--	--

(Note: Washington distribution indicated by "X"; Field distribution by "#")

INFORMATION REPORT INFORMATION REPORT

S-E-C-R-E-T

NOFORN

-2-

25X1

3. Arrival of Supplies

At approximately 1530 hours on 18 April a mixed freight train arrived on the airfield and was broken into two sections:

- a. One section consisting of 20 x 2-axled tank car was shunted into No. 1 Fuel Installation where the contents were discharged into a waiting convoy of fuel trucks. It is understood that the four main fuel tanks are already completely full, a number of trains with kerosene having arrived on the airfield since 21 March.
- b. The remaining section of this train was shunted into No. 1 Storage Installation and 100 x 250 kilo bombs were unloaded on to the concrete ramp and rolled into the most southerly of the three storage sheds (the shed without any railway lines leading into it.) Adjoining this shed there was already a dump of about 250 uncased bombs of a similar type. The newly arrived bombs which had an overall measurement of 1.75 m. were uncased and fitted with encased tail fins. A local workman stated that bombs had been arriving at this depot since approximately 8 April and he estimated that there were at least 600 or 700 already stored there. Bombs of other sizes have not actually been observed, although one workman in conversation stated that he had seen some larger bombs, estimated at 500 kilos, being unloaded during mid-April.

4. Airfield Installations

- a. Radio Beacons: Two single-masted radio beacons have been erected in the eastern approach funnel, one on either side of the Gross Gollin See.
- b. Runway Lightings: A series of flat, yellow globes spaced approximately 50 m. apart have been laid on a 2500 meter long stretch on the southern edge of the main runway. The lights start at the westerly of the two inner runway/taxiway connecting lanes, and continue eastwards almost to the extreme end of the runway. Two red lamps were placed on either side of the runway at the western end of the lighting system, the power for each being relayed over finger-thick rubber-insulated cables linking each lamp to mobile generator recently set up along the eastern side of the westernmost inner runway/taxiway connecting lane. A local technician is reported as having stated that 18000 meters of electric cable have been earmarked for the laying down of a permanent runway lighting system at an early date.
- c. Landing Aids: Three temporary windsocks have been set up one at either end of the runway and the third to the north of the center portion of the runway.
- d. Radio: A single radio van without any obvious aerial system was observed proceeding to the southeast corner of the airfield during the morning of 18 April.
- e. Airfield Control Tower: Work on the control tower has not yet proceeded beyond the foundation stage.

5. Motor Transport

- a. The main MF park has been set up adjoining the eastern side of the main quartering site, where two 20,000 liter fuel tanks have been partially buried into the ground. From the type of vehicles parked near these tanks it is assumed that one contains diesel fuel and the other regular gasoline. A maximum of 78 vehicles of all types was counted in this park on 17 April.
- b. On 8 April a convoy of 40 fuel trucks parked in the vicinity of No. 1 Fuel Installation, being filled 3 at a time. At 1300 hours at least 20 of these trucks, all them 3-axled Studebakers, moved off from the airfield leaving in the direction of the village of Gross Doelln. The trucks did not return to the airfield. A local workman stated that he had heard that the trucks were going to Oranienburg airfield.

S-E-C-R-E-T
NOFORN

S-E-C-R-E-T
NOFORN
-3-

25X1

- c. On 17 April at least 15 x 3-axled Studebaker fuel trucks, each having a capacity of 4000 liters, were dispersed between the No. 1 Fuel Installation and the MT park. In addition there were nine heavy, 4-axled fuel trucks, each with an estimated capacity of 10,000 liters and two super-heavy, 5-axled fuel tanks each with a reported capacity of 18,000 liters.


6. Personnel

Detachments of air force personnel have arrived on the airfield, both by rail and road. It is estimated that there were between 1000 and 1200 personnel, including at least 50 officers, on the airfield prior to the arrival of the IL 28 aircraft. The majority of the EM appear to be of an average age of 25-30, while the officers themselves appear to be slightly older, averaging between 25 and 35 years of age. Approximately 50 percent of the officers appear to be technical personnel. A number of the air force personnel appear to speak broken German, giving the impression that they have been stationed in Germany for a period prior to their transfer to Gross Doelln.

7. 

25X1

8. Security Precautions

- a. The entire airfield is now very closely guarded and all approaches to the runway and both No. 1 Fuel and Storage Installations are particularly well patrolled and controlled by the air force sentries. 25X1
- b. A new civilian pass is to be introduced on the airfield on 1 May. Without this pass, no one will be admitted to any portion of the runway.
- c. The new airfield commandant is reported as having expressed his displeasure on the security measures in force on the airfield and has already taken steps to restrict the movement of the 750 workmen.  all civilian workmen are expected to be withdrawn 25X1 from the airfield by 1 October 1955

Annex 1: Sketch of unidentified four-engine jet bomber observed overflying the airfield on several occasions during April.

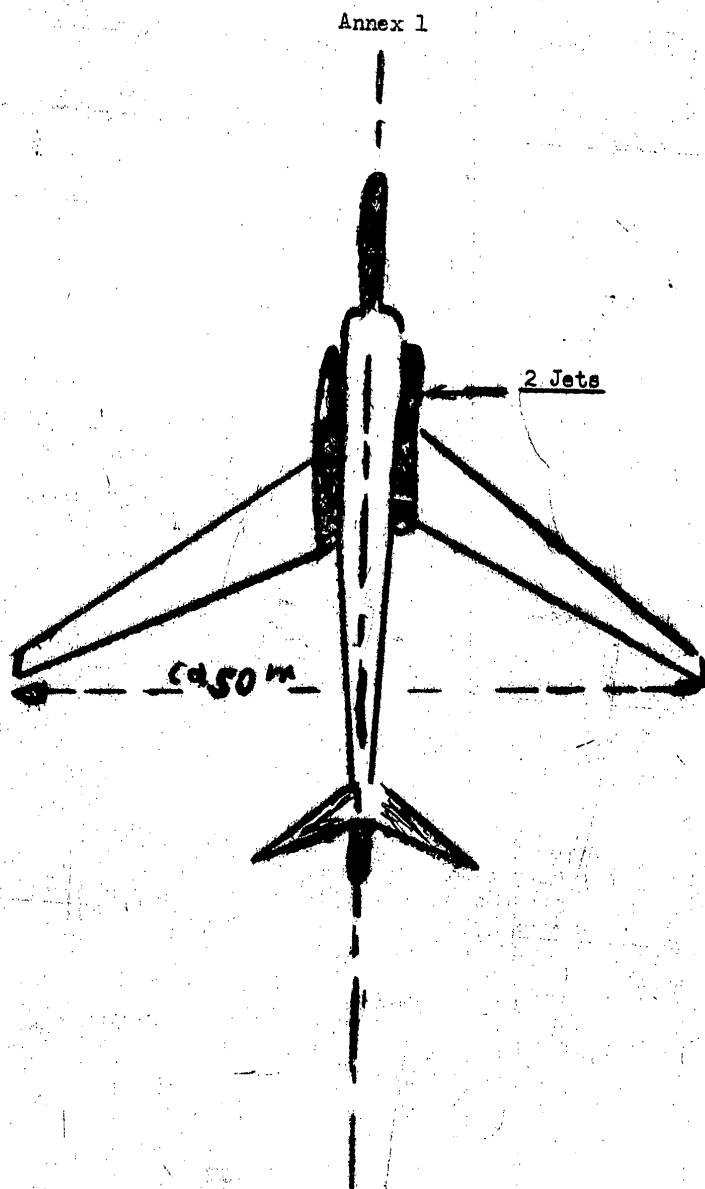
Annexes 2 and 3: Sketches of two heavy MAZ fuel trucks.

FLASH

S-E-C-R-E-T
NOFORN

S-E-C-R-E-T
NOFORN

25X1



S-E-C-R-E-T
NOFORN

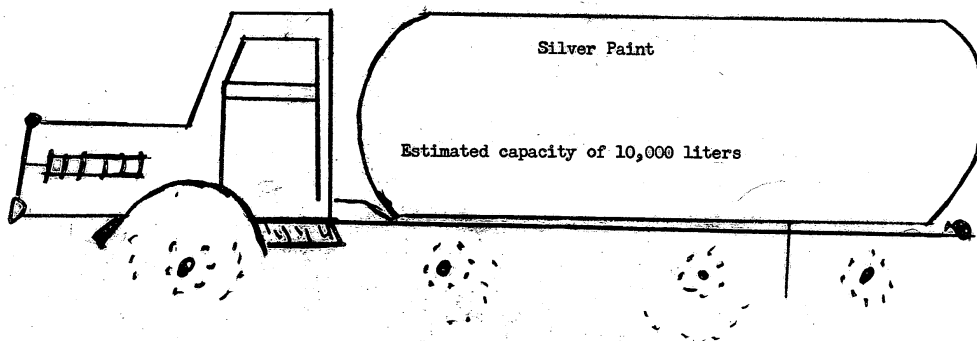
Approved For Release 2008/07/22 : CIA-RDP80-00810A007100430004-5

~~S-E-C-R-E-T~~
NOFORN
-5-



Annex 2

25X1



Approved For Release 2008/07/22 : CIA-RDP80-00810A007100430004-5

Approved For Release 2008/07/22 : CIA-RDP80-00810A007100430004-5

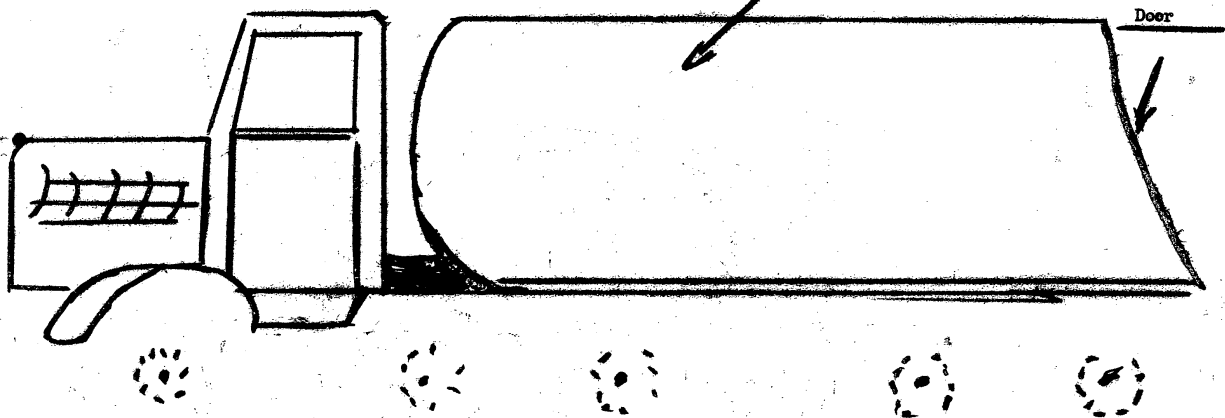
~~S-E-C-R-E-T~~
NOFORN
-6-

Annex 3

Encased Tank

Color: Silver-Grey

Door



5 Axles